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Congress of the United States
House of Representatives
Washington, DC 20515

June 19, 2013

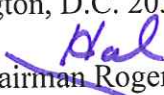

COMMITTEES:

VETERANS' AFFAIRS
RANKING MEMBER

TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON RAILROADS, PIPELINES, AND
HAZARDOUS MATERIALS
SUBCOMMITTEE ON ECONOMIC DEVELOPMENT, PUBLIC
BUILDINGS, AND EMERGENCY MANAGEMENT
SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

The Honorable Hal Rogers
Chairman
House Committee on Appropriations
H-307, The Capitol
Washington, D.C. 20515

The Honorable Nita Lowey
Ranking Member
House Committee on Appropriations
1016 Longworth House Office Building
Washington, D.C. 20515

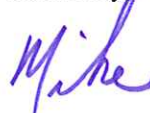
Dear Chairman  Rogers and Ranking Member  Lowey:

In light of the recently released Transportation for America report titled *The State of our Nation's Bridges 2013*, I urge the Committee to increase funding to repair and strengthen our aging bridges. I was pleased to see that the Committee's recently passed Fiscal Year 2014 Transportation-HUD appropriations bill increased Highway Program funding to MAP-21 authorized levels. However, with 11% of our nation's bridges designated structurally deficient and nearly 20,000 bridges designated fracture critical, Congress must do more.

If we do not prioritize improvements to our infrastructure, the traveling public will be placed at further risk, and American businesses will find it harder to compete in the global economy. According to the American Society of Civil Engineers, in the last five years the number of bridges closed to traffic has climbed from approximately 2,800 to more than 3,500, forcing trucks and emergency vehicles to take time consuming detours, and increasing the price of goods. It is time we put the construction industry back to work rebuilding these crumbling bridges. American innovators have already developed advanced technologies that can replace or rehabilitate bridges using lighter, stronger, and more durable composite materials. Bridges utilizing these new composites are affordable, stronger, have an extended service life and reduced construction times compared to conventional materials. Before the FY14 THUD appropriations bill comes to the House floor, I urge you to include additional, targeted funding for bridge repair and replacement.

Repairing our bridges is critical to keep American businesses competitive and is a cost-effective way of promoting economic growth. I urge you to increase infrastructure funding and support efforts to reduce the national backlog of deficient bridges. Thank you for your consideration of this request.

Sincerely,



Michael H. Michaud
Member of Congress

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